

*D1  
cancel'd.*

thus of the electrical insulation of the end turns, the twisted leads, and the neutral points disappearing.

[ On page 1, please delete the THIRD full paragraph beginning "Document US-4 658 164 discloses . . . ." and substitute therefore: ]

U.S. Patent No. 4,658,165 discloses a vehicle alternator in which an electrically-insulating screen is provided in the form of a separate piece extending between the stator winding and the case. That avoids the risk of abrasion. However, that patent provides for the twisted leads to be returned along the screen and complicates connection thereof.

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On pages 3-4, please delete the TENTH full paragraph beginning "With reference to Figures 1 to 3 . . . ." and substitute therefore:

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*D2*

With reference to Figures 1 to 3, the alternator 2 comprises in conventional manner a shaft of axis 5 and a case of which only a shell 4 is shown herein. The shell has a plane rear wall 6 perpendicular to the axis 5 forming a rear plate with a bearing for the shaft, and a cylindrical side wall 8 about the axis 5. The shell is closed by a cover that forms a front bearing and that is not shown. The alternator has a stator 10 comprising a stack of laminations 12 on which a winding 14 is wound. The wires of the winding are received in slots (not shown) in the stack of laminations 12 extending parallel to the axis. The winding 14 has end turns that emerge through the rear axial end of the stack of laminations 12. This winding has twisted leads 16 of live wires, in this case three such leads since the winding is a so-called "single" winding. The twisted leads 16 emerge from a rear axial